

**June 2005 Draft Final Plan Recommendations**  
**MLK Jr. Drive Corridor Study**

	Segment I			Segment II	Segment III		
Improvement Type	A) FIB to I-285	B) I-285 to Holmes	C) HE Holmes to West Lake	West Lake to Lowery	Lowery to Northside Drive	Land Use/ Development Criteria	Urban Design Description
MLK Dr. Improvements	1) Raised Landscaped Median 2) Intersection /Signal Improvements at: a. Adamsville Drive b. Baker's Ferry 3) Pedestrian Signals at Crosswalks 4) Access Management	1) Raised Landscaped Median 2) Intersection Improvements a. Traffic Signal at Adamsville Rec. Center 3) Pedestrian Signals at Crosswalks 4) Access Management 5) Ped. Access to HE Holmes MARTA Station	1) Road upgrade from H.E. Holmes Drive to Barfield Ave. and extend improvements to West Lake a. Raised Landscaped Median b. Access Management 2) Pedestrian Signals at Crosswalks 3) Ped. Access to West Lake MARTA Station 4) Multi-Use Path – South Side	1) Traffic Calming Measures 2) Street Trees & Pedestrian Lights 3) Sidewalk Improvements 4) Ped. Access to Ashby Station	1) Sidewalk Improvements 2) Mid-Block Crossings 3) Pedestrian Signals 4) Bus Shelters 5) Intersection Improvements (Signals) 6) Intersection Improvements	Planned Redevelopment Along MLK Corridor	Business Nodes @ MLK @ Lowery, MLK @ H.E. Holmes, MLK @ Lynhurst, MLK @ Fairburn
Transit Service	1) Consolidate Bus-stops 2) Bus Shelters 3) Superstops @ Fairburn & FIB	1) Bus Shelters 2) Superstop at Lynhurst – West Ridge Shopping Center	1) Enhance Headways of Bus Routes 2) Extend Weekend Service of Bus Routes 3) Bus Shelters 4) Superstop at West Lake	1) Coordination with MARTA Belt-Line Study 2) Enhance Headways of Bus Routes	1) Enhance Headways of Bus Routes 2) Superstop @ Lowery	Planned Redevelopment Focused at Transit Nodes/MARTA Stations	Transit Nodes @ Lowery Station, West Lake Station H. E. Holmes Station
Safety-Security & Crime Prevention	1) Roadway Lighting 2) Camera Surveillance	1) Roadway Lighting 2) Camera Surveillance	1) Roadway Lighting 2) Camera Surveillance				
Gateway Designations - Roadway	1) Gateway for FIB/Adamsville Community	1) Gateway @ I-285 2) Gateway at HE Holmes	1) Gateway at Abernathy Rd.		1) Gateway for the AUC area		
- Transit		1) Gateway @ H.E. Holmes MARTA Station	1) Gateway @ West Lake MARTA Station	1) Gateway @ Lowery MARTA Station			
Trail Blazers/Signs	1) Trail Blazers/Street Signs	1) Trail Blazers/Street Signs	1) Trail Blazers/Signs	1) Trail Blazers/Signs	1) Trail Blazers/Signs		
Open Space/Parks	1) Public Art in Open Spaces 2) Location of Open Space	1) Public Art in Open Spaces 2) Location of Open Space	1) Public Art in Open Spaces 2) Location of Open Space	1) Public Art in Open Spaces 2) Enhancement of Public Parks/Open Space	1) Public Art in Open Spaces 2) Location of Open Space		

**Legend**  
 Red – District 10 CIP  
 Purple – MLK Community  
 Blue – WSA Project Team  
 Green – ARC 2030 RTP

**Jan 2005 Workshop Group Analysis**  
**Task 3 – Scenario Framework**  
**MLK Jr. Drive Corridor Study**

Scenario	Transportation Scenarios	Segment I		Segment II	Segment III	Land Use/ Development Criteria	Urban Design Description
		A) FIB to I-285 B) I-285 to H.E. Holmes C) HE Holmes to West Lake		West Lake to Lowery	Lowery to Northside Drive		
1	Existing Conditions					Vacant Space & Random Redevelopment	
2	Ped. Accom /Traffic Ops/Transit Services	1) Traffic Signal at Adamsville Rec. Center 2) Sidewalk Improvements 3) Crosswalk Improvements 4) Pedestrian Signals at Crosswalks 5) Bus Shelters 6) Pedestrian Access to H.E. Holmes MARTA Station	1) Sidewalk Improvements 2) Crosswalk Improvements 3) Pedestrian Signals at Crosswalks 4) Bus Shelters 5) Intersection Improvements (Signals) 6) Multi-Use Trail 7) Pedestrian Access to West Lake MARTA Station	1) Sidewalk Improvements 2) Bus Shelters 3) Pedestrian Access to Lowery MARTA Station	1) Sidewalk Improvements 2) Mid-Block Crossings 3) Pedestrian Signals 4) Bus Shelters 5) Intersection Improvements (Signals)	Vacant Space and Random Redevelopment	
3	Roadway Emphasis	1) Raised Landscaped Median 2) Limit Curb Cuts (One Per Development)	1) Limit Curb Cuts (One Per Development) 2) Raised Landscaped Median 3) Road upgrade from H.E. Holmes Drive to Barfield Ave. 4) Exclusive Multi-Use Trail	1) Traffic Calming Measures (Where Appropriate) 2) Super 2-Lane Section (2 16ft. lanes with a 12ft. median) 3) Shared Lanes	1) Intersection Improvements	Planned Redevelopment Along MLK Corridor	Business Nodes @ MLK @ Lowery, MLK @ H.E. Holmes, MLK @ Lynhurst, MLK @ Fairburn
4	Transit Emphasis	1) Bus Pre-emption Signals 2) Bus Pull-Outs	1) Bus Pre-emption Signals 2) Bus Pull-Outs	1) Coordination with MARTA Belt-Line Study 2) Bus Pull-Outs	1) Bus Pull-Outs	Planned Redevelopment Focused at Transit Nodes/MARTA Stations	Transit Nodes @ Lowery Station, H. E. Holmes Station
<b>Scenario Enhancements</b>							
(S)	Safety-Security & Crime Prevention	1) Roadway Lighting 2) Camera Surveillance	1) Roadway Lighting 2) Camera Surveillance	1) Roadway Lighting 2) Camera Surveillance	1) Roadway Lighting 2) Camera Surveillance		
(G)	Gateway Designations - Roadway - Transit	1) Gateway/Landmark for FIB/Adamsville Community 2) Gateway/Landmark @ I-285 1) H.E. Holmes MARTA Station		1) Abernathy/MLK Gateway 2) I-20@ MLK Gateway 1) Lowery MARTA Station	1) Gateway/Landmark for the AUC area		
(SM)	Trail Blazers/Signs	1) Trail Blazers/Street Signs	1) Trail Blazers/Signs	2) Historic Neighborhood Markers/Signs 3) Trail Blazers/Signs	1) Historic Neighborhood Markers/Signs 2) Trail Blazers/Signs		
(O)	Open Space/Parks	1) Public Art in Open Spaces 2) Location of Open Space	1) Public Art in Open Spaces 2) Location of Open Space	1) Public Art in Open Spaces 2) Enhancement of Public Parks/Open Space	1) Public Art in Open Spaces 2) Location of Open Space		
(M)	MLK Jr. Memorial to African-American Heritage					Seven Mile Tribute with sites for 10 to 12 historical monuments memorializing A-A journey to America	

**Scenario 1 – Existing Conditions**  
**Task 3 – Scenario Framework**  
**MLK Jr. Drive Corridor Study**

			Segment I	Segment II	Segment III
	Goals	Objectives	A) FIB to I-285 B) I-285 to H.E. Holmes C) H.E. Holmes to West Lake	West Lake to Lowery	Lowery to Northside Drive
	<b>Evaluation Criteria: Decrease - No Change - Increase</b>				
	Promote safety and security for an enhanced quality of life	Protect Pedestrian Movements Improve transportation safety and congestion at intersections			
	Increase the amount of multi-modal options	Improve transit accessibility, service and options Increase non-vehicular options			
	Develop an appropriate mix of land use and zoning to meet community needs	Establish regulations that allow for affordable housing in appropriate areas Ensure the availability of cultural and recreational opportunities for all groups Have certain parcels properly zoned for future development/ redevelopment			
	Create and maintain an economic base that ensures stability	Diversify the business mix and target higher quality employers along the corridor Manage the spread of strip commercial development along the corridor			
	Encourage mixed-use development around MARTA stations	Enhance neighborhood/community connectivity			
	Preserve and enhance the historic residential and commercial areas	Minimize impacts to environmentally sensitive areas Protect and preserve any environmentally sensitive and greenspace/conservation areas			
	Coordination with and consideration of the recommendations of other plans and studies	--			
	Develop strategies consistent with regional agencies	--			

Strategy Lists: None

**Scenario 2 – Ped. Accommodation/ Traffic Ops/ Transit Service**  
**Task 3 – Scenario Framework**  
**MLK Jr. Drive Corridor Study**

			Segment I	Segment II	Segment III
	Goals	Objectives	A) FIB to I-285 B) I-285 to H.E. Holmes C) HE Holmes to West Lake	West Lake to Lowery	Lowery to Northside Drive
	<b>Evaluation Criteria: Decrease - No Change - Increase</b>				
	Promote safety and security for an enhanced quality of life	Protect Pedestrian Movements Improve transportation safety and congestion at intersections	Increase	Increase	Increase
	Increase the amount of multi-modal options	Improve transit accessibility, service and options Increase non-vehicular options	Increase	Increase	Increase
	Develop an appropriate mix of land use and zoning to meet community needs	Establish regulations that allow for affordable housing in appropriate areas Ensure the availability of cultural and recreational opportunities for all groups Have certain parcels properly zoned for future development/ redevelopment	Increase	Increase	Increase
	Create and maintain an economic base that ensures stability	Diversify the business mix and target higher quality employers along the corridor Manage the spread of strip commercial development along the corridor	Increase	Increase	Increase
	Encourage mixed-use development around MARTA stations	Enhance neighborhood/community connectivity	Increase	Increase	Increase
	Preserve and enhance the historic residential and commercial areas	Minimize impacts to environmentally sensitive areas Protect and preserve any environmentally sensitive and greenspace/conservation areas	No Change	No Change	No Change
	Coordination with and consideration of the recommendations of other plans and studies	--	Increase	Increase	Increase
	Develop strategies consistent with regional agencies	--	Increase	Increase	Increase

**Strategy Lists:**

Sidewalks  
Crosswalks  
Pedestrian Signals  
Signal Timing/Improvements  
Intersection Improvements

Transit Services  
Peak Service  
Off-Peak Service  
Week End Service

**Scenario 3 – Roadway Emphasis**  
**Task 3 – Scenario Framework**  
**MLK Jr. Drive Corridor Study**

			Segment I	Segment II	Segment III
	Goals	Objectives	A) FIB to HE Holmes B) I-285 to H.E. Holmes B) HE Holmes to I-20	West Lake to Lowery	Lowery to Northside Drive
	Evaluation Criteria: Decrease - No Change - Increase				
	Promote safety and security for an enhanced quality of life	Protect Pedestrian Movements Improve transportation safety and congestion at intersections	Increase	Increase	Increase
	Increase the amount of multi-modal options	Improve transit accessibility, service and options Increase non-vehicular options	Increase	Increase	Increase
	Develop an appropriate mix of land use and zoning to meet community needs	Establish regulations that allow for affordable housing in appropriate areas Ensure the availability of cultural and recreational opportunities for all groups Have certain parcels properly zoned for future development/ redevelopment	Increase	Increase	Increase
	Create and maintain an economic base that ensures stability	Diversify the business mix and target higher quality employers along the corridor Manage the spread of strip commercial development along the corridor	Increase	Increase	Increase
	Encourage mixed-use development around MARTA stations	Enhance neighborhood/community connectivity	Increase	Increase	Increase
	Preserve and enhance the historic residential and commercial areas	Minimize impacts to environmentally sensitive areas Protect and preserve any environmentally sensitive and greenspace/conservation areas	No Change	No Change	No Change
	Coordination with and consideration of the recommendations of other plans and studies	--	Increase	Increase	Increase
	Develop strategies consistent with regional agencies	--	Increase	Increase	Increase

**Strategy Lists.**

Raised Planted Medians  
Land/streetscape Improvements  
Bike Lanes – On-Road  
Multiuse Trails and Paths  
ITS/Advanced Traffic Management Systems

Coordinated Signal Systems  
Spot Roadway Widening  
Access Management  
Traffic Calming

**Scenario 4 – Transit Emphasis**  
**Task 3 – Scenario Framework**  
**MLK Jr. Drive Corridor Study**

			Segment I	Segment II	Segment III
	Goals	Objectives	A) FIB to I-285 B) 1-285 to H.E. Holmes C) HE Holmes to West Lake	West Lake to Lowery	Lowery to Northside Drive
	<b>Evaluation Criteria: Decrease - No Change - Increase</b>				
	Promote safety and security for an enhanced quality of life	Protect Pedestrian Movements Improve transportation safety and congestion at intersections	Increase	Increase	Increase
	Increase the amount of multi-modal options	Improve transit accessibility, service and options Increase non-vehicular options	Increase	Increase	Increase
	Develop an appropriate mix of land use and zoning to meet community needs	Establish regulations that allow for affordable housing in appropriate areas Ensure the availability of cultural and recreational opportunities for all groups Have certain parcels properly zoned for future development/ redevelopment	Increase	Increase	Increase
	Create and maintain an economic base that ensures stability	Diversify the business mix and target higher quality employers along the corridor Manage the spread of strip commercial development along the corridor	Increase	Increase	Increase
	Encourage mixed-use development around MARTA stations	Enhance neighborhood/community connectivity	Increase	Increase	Increase
	Preserve and enhance the historic residential and commercial areas	Minimize impacts to environmentally sensitive areas Protect and preserve any environmentally sensitive and greenspace/conservation areas	No Change	No Change	No Change
	Coordination with and consideration of the recommendations of other plans and studies	--	Increase	Increase	Increase
	Develop strategies consistent with regional agencies	--	Increase	Increase	Increase

**Strategy Lists:**

Bus Superstops  
Bus Rapid Transit – Arterial Preferential Treatment  
Bus Stop Consolidation  
Proposed MARTA Station

**Scenario Enhancements**  
**Task 3 – Scenario Framework**  
**MLK Jr. Drive Corridor Study**

			Segment I	Segment II	Segment III
	Goals	Objectives	A) FIB to I-285 B) I-285 to H.E. Holmes C) HE Holmes to West Lake	West Lake to Lowery	Lowery to Northside Drive
			<b>Evaluation Criteria: Decrease - No Change - Increase</b>		
	Promote safety and security for an enhanced quality of life	Protect Pedestrian Movements Improve transportation safety and congestion at intersections	Increase	Increase	Increase
	Increase the amount of multi-modal options	Improve transit accessibility, service and options Increase non-vehicular options	Increase	Increase	Increase
	Develop an appropriate mix of land use and zoning to meet community needs	Establish regulations that allow for affordable housing in appropriate areas Ensure the availability of cultural and recreational opportunities for all groups Have certain parcels properly zoned for future development/ redevelopment	No Change	No Change	No Change
	Create and maintain and economic base that ensures stability	Diversify the business mix and target higher quality employers along the corridor Manage the spread of strip commercial development along the corridor	No Change	No Change	No Change
	Encourage mixed-use development around MARTA stations	Enhance neighborhood/community connectivity	Increase	Increase	Increase
	Preserve and enhance the historic residential and commercial areas	Minimize impacts to environmentally sensitive areas Protect and preserve any environmentally sensitive and greenspace/conservation areas	Increase	Increase	Increase
	Coordination with and consideration of the recommendations of other plans and studies	--	Increase	Increase	Increase
	Develop strategies consistent with regional agencies	--	Increase	Increase	Increase

Strategy List:

**(S)** Safety-Security & Crime Prevention  
**(G)** Gateway Designations – Roadway & Transit  
**(SM)** Street Markets/Signs

**(O)** Open Space/Parks  
**(M)** MLK Jr. Memorial to African-American Heritage